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Maryland Advanced Development Laboratory DIVISION

University Research Foundation

January 15, 2003

EBN/052



FAA-02-11580-74

Mr. Anthony F. Fazio, ARM-1
Director, Office of Rule Making
Federal Aviation Administration
800 Independence Ave.
Washington, D.C. 20571-001

Subject: Change to SFAR 94, Washington, D.C.
Metropolitan Area Special Flight Rules Area (TFR)

Dear Mr. Fazio;

Enclosure (1) was written to Admiral James M. Loy regarding the subject SFAR 94. This regulation will be expiring soon, and it is a matter that needs immediate attention.

College Park Airport has suffered undue operational restrictions this past 15 months, which resulted in significant economic damage to the local communities. The enemy has attempted to disrupt our national economy and the enactment of SFAR 94 has contributed to this effort. Accordingly, local restoration must be promoted. This can be accomplished without compromising homeland security.

Please support the action which is proposed by Enclosure (1) and advise me as to what action can be taken. Thank you for your cooperation.

Sincerely,

Erwin B. Nase
Safety Pilot (Ret).

Encl: (1) URF Letter 15 January, 2003

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EBN/-019



Admiral James M. Loy
Under Secretary for Transportation Security
United States Department of Transportation
400 7th Street, SW 10th Floor
Washington, D.C. 20590

Subject: Change to SFAR 94, Washington, D.C.
Metropolitan Area Special Flight Rules Area (TFR)

Ref: (a) Docket No. AOPA = FAA-2002-13623

~~(b) Docket No. SFAR = FAA-2002-11580~~

Dear Admiral Loy;

This is written to respectfully request that the Special Federal Aviation Rule (SFAR) 94 be relaxed to permit greater access to College Park Airport by local and transient aircraft pilots. Admittedly, the United States is still under threat against our national security. However, please give special consideration to the Aircraft Owners and Pilots Association (AOPA) petition, Reference (a) for rule making to revise SFAR 94, Reference (b).

Effects to the requested revision are as follows:

1. Will not decrease nationally security in any way.
2. Re-establish the economy to College Park Airport and local community which suffered severely from loss of local and transient pilot revenue.
3. Likely return of maintenance facility to this Airport, enhancing flight operations and safety.
4. Restore normal Part 91 operations to encourage business and pleasure flights returning to this most historic and strategic Airport.
5. TFR no longer would be needed since Class B airspace has successfully restricted unauthorized air traffic from Washington D.C. area.

Current College Park Airport security policies are as follows:

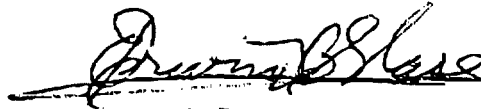
1. Generally, security has always been a major factor at this Airport.
2. Traditionally, fences with locked gates and limited access to ramp areas.
3. Propeller locks on every airplanes.
4. Pilot and passenger identification required.
5. Frequent police patrols.

AOPA has established the AOPA AIRPORT WATCH. This is a program urging 600,00 pilots, nationally, monitoring their own airports watching for suspicious, unlawful activity. The pilots at College Park are a part of this. We can and will police this Airport. This will be far more

effective than SFAR 94 (TFR) which can not deter or impede a terrorist stealing an airplane from any airport trying to damage any facility.

The AOPA petition is very important to the local community and survival of College Park Airport. Considering the security measures to which general aviation is committed, please relax SFAR 94 (TFR) restrictions to permit local and transient traffic at this Airport. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Erwin B. Nase", with a horizontal line drawn underneath it.

Erwin B. Nase
Safety Pilot (Ret).

Cc: Michael P. Jackson
Steny Hoyer
Paul Sarbanes
Barbara Mikulski
John L. Mica
John McCain
Kay Bailey Hutchinson